Aspen C90 Operating Checklists

This Quick Reference checklist is a condensed checklist. It assumes that the operator is experienced and competent in the safe operation of a power boat of this size, is knowledgeable of boating rules and regulations, and has read the more detailed Aspen operating notes and the Aspen Owner's Manual. These notes do not attempt to anticipate every situation or occasion that may arise, and are not a substitute for reading the Owner's Manuals and other informational materials which are located on the boat, or for exercising reasonable care and good judgment in the handling and operation of the boat.

Quick start & Daily Operating Procedure Checklist

Upon Boarding:

☐ Power panel: activate 12 volt DC buses and any equipment needed prior to engine start. (Caution – do not turn on Hot Water Tank unless it has water in it)

First Thing Each Day:

☐ Check engine oil, check engine compartment for general condition & lack of fumes.
☐ Check cooling water handle (vertical), check cooling fluid level, check dripless shaft seal fluid.
☐ If cold and/or has not been run in several days, prime fuel by pressing plunger until firm.
☐ Check position of main power switches. Four switches on, center transfer switch off.
☐ Check fuel tank levels – ensure you have sufficient fuel for trip plus adequate reserves.
☐ Check water & holding tank indicator. Fill with potable water if needed, pump waste if needed.
☐ Are all portholes closed and secure?
☐ Turn off anchor light or turn on Nav lights as needed.

Starting Engines:

☐ Turn off non-essential items – disconnect external power (dock Circuit Breaker switch off first).
☐ Throttle/Shifter in "neutral" (pulled out position), crack throttle slightly if needed.
☐ Turn key to "on" position; wait for engine instruments to come on.
☐ Turn Blower on.
☐ Momentarily move key to "Start" position.
☐ Check for rise in oil pressure.

Post Start:

☐ Turn on required/desired DC electrical items, nav lights, refrigerator, heater if needed.
☐ Turn on navigation equipment.
☐ Turn on radio, monitor ch. 16 or marina frequency (Cap Sante = 66).

Preparing to Leave the Dock:

☐ All lines clear of propeller and secured so they cannot fall in the water.
☐ Shore power adapters removed, stowed on board, cable reeled in.
☐ Lines removed and stowed as appropriate.

Soon After Away from Dock: [Do not operate engine above 2,000 RPM until 150°]

☐ Fenders hauled aboard and stowed.
☐ Lines and other deck gear secure/stowed.
☐ Doors and hatches closed and secured as appropriate.

Underway:

☐ Helmsperson on watch at all times. Do not cut corners near islands, be aware of tide levels.
☐ 2000 RPM UNTIL AT LEAST 150 degrees.
☐ Trim tabs as desired – down for normal cruise speeds in light seas.
☐ Wake effects always in mind.
☐ Trim tabs as appropriate – Nose down when smooth, mid-point in chop, nose up for rollers/large wake.

Approaching Dock:

☐ Trim tabs up.
☐ Fenders out on appropriate side.
☐ Bow line *OUTSIDE* stanchions.
☐ Engine in/out of idle until dead slow, wheel centered for thruster-only maneuvering.
☐ Mate ready to secure stern first (in most circumstances).

Upon Arrival at Dock in Marina:

☐ Lines secure, including spring lines.
☐ Engine, Electronics, Blower, Nav lights off.
☐ If using Shore Power:
— Keep dock Circuit Breakers off until power cord plugged in.
— Hot Water Heater circuit breaker off until Inverter current settles
— Other heavy AC loads also off until inverter current settles
☐ Shore power cord connected.
☐ Electric use monitored, limited to capacity of shore facilities and connections.

Arriving at Mooring Buoy:

☐ Skipper puts starboard end of swim step, with mate on it, next to buoy.
☐ Mate loops 30' or so of line, such as bow line, through buoy ring.
☐ Mate holds two ends together, walks up port side of boat to bow of boat.
☐ With buoy held close to bow, line secured to bow cleat through anchor pulpit.
☐ monitor electrical use via DC and Solar panels.

Mooring at Anchor:

☐ Prep windlass by moving red tab to unlock winch.
☐ Anchor is lowered from pulpit while boat is backed up slowly away from anchor.
☐ When desired chain length out (5:1 or 7:1 scope), windlass is stopped.
☐ Engines reversed at idle speed until chain pulls up to 30 degrees. Note: The boat is *not held in reverse* against a taught anchor chain!
☐ While retrieving anchor be sure to clean anchor (bounce while in water) to clear mud and debris before it gets on the deck and in the anchor locker.
☐ Stop the anchor just short of the pulpit, then ease it in slowly - ramming it into the pulpit can cause the anchor to bounce and damage the pulpit or mark the gelcoat.

Overnight at Anchor or Buoy:

☐ Inverters "Off" to conserve batteries.
☐ Anchor light "On".
☐ Unnecessary DC electrical items all "Off" including radios, extra lights, etc.

After Use, and after "Arrival at Dock" Checklist above, before leaving vessel:

☐ DC power panel: All breakers "Off" except subpanel switches (refrigerator on).
☐ AC power panel if shore power available: all on except hot water heater.
☐ Plug in, turn on dehumidifier, space heater as needed.
☐ Ensure all windows and hatches closed.
☐ Lock Door.

Non-Normal Procedures next page…

Non- Normal Checklists

Non-normal situations are where systems knowledge and preparation pay off. In any potential emergency situation, the skipper must remain calm, this will keep others calm too. The situation must be properly evaluated and followed by the appropriate actions for the conditions – not all situations are the same and you must prioritize and evaluate the effectiveness of each step you take. Safety of the people on board is priority one, looking after the boat comes second. Work through these checklists quickly, but make sure each step is accomplished completely.

Call on Radio for Help:

If dead in the water, call for help FIRST, do not delay while trouble shooting. If non-emergency but Vessel Assist (tow) is required, the number to call and the boat's account number are located on the top of the radio.

☐ Set to channel 16, or if in a marina, set to harbormaster's frequency.

☐ If urgent or emergency, call "Pan, pan, pan" (Urgent – pronounced "Pahn") or "Mayday, mayday, mayday" (Emergency- immediate risk of loss of property or life) only if required. Dead in the water may be either or neither depending upon your circumstance.

☐ "This is Gateway I, located at _____(give coordinates and geographic location), Briefly describe the situation and assistance required_____ ."

☐ While continuing to key the microphone, lift small red emergency button cover then depress and hold emergency button to transmit location.

To warn others of a present danger, use the call ""Securité, Securité, Securité, (pronounced Securitay) for example a large log in the middle of traffic lane.

Boat Dead in the Water:

☐ Call on the Radio for Help/ Vessel Assist.

☐ Assess drift and time to grounding – transmit with help call. If necessary and close to shore, consider dropping anchor to prevent grounding.

☐ Turn off non-essential electrical components, leave radio powered.

☐ Trouble shoot condition, fix if able.

☐ If unable to fix, stay with the boat and continue communication with Vessel Assist or be prepared to use other signals for help. Signal flares are located in the compartment under the Captain's seat.

☐ To prevent grounding or to get to alternate location, consider deploying kicker motor – Insert mount into hitch under starboard side of swim step, attach the motor, start and steer manually. Boat should make about 3 mph and is steerable via the kicker (keep rudder centered).

Electrical Smoke or Fire:

Fires can progress rapidly if a fuel source is present. If a fire develops and cannot quickly be extinguished, consideration must be given to exiting the vessel.

☐ Stop the boat, turn off engine, Call on Radio for Help.
☐ Turn off all AC and DC circuit breakers.
☐ Obtain nearest fire extinguisher and apply to base of fire if present.
☐ If able, identify and isolate faulty component.
☐ Return rest of systems to normal then monitor.
☐ If unable to identify faulty component, operate only essential equipment for safe return to harbor, and proceed directly to the nearest safe location and seek help.

Onboard Fire:

Fires can progress rapidly if a fuel source is present. If a fire develops and cannot quickly be extinguished, consideration must be given to exiting the vessel.

☐ Stop the boat, turn off engine, **Call on Radio** for Help.
☐ Turn off all AC and DC circuit breakers.
☐ Obtain nearest fire extinguisher(s) and apply to base of fire until completely extinguished.
☐ If able, identify and isolate faulty component – return rest of systems to normal then monitor.
☐ If fire continues, ensure life vests are on, deploy dinghy if able, and exit the vessel quickly to await help.

Low/ No Oil Pressure:

☐ If no oil pressure on engine start, immediately shut down the engine, call for maintenance.
☐ If underway, promptly slow the engine to idle power, check both gauges – one on dash and electronic one on engine panel. If one is reading normal pressure and one is dead, it is probably a bad indicator, proceed directly to repair station – call Gateway to coordinate.
☐ If both gauges read zero, STOP the boat in a safe location, turn off the engine.
☐ Follow the "**Boat Dead in the Water**" Checklist BEFORE troubleshooting.

Low oil pressure can be caused by:

1. *A faulty gauge – check both gauges, one on dash, one on engine panel. Check power/ fuses.*
2. *Low/ no oil – check engine oil level.*
3. *A damaged oil pump.*

Hi Engine Temperature:

☐ Stop the boat in a safe location, turn off the engine.
☐ Follow the "**Boat Dead in the Water**" Checklist BEFORE troubleshooting.

Hi engine temperature can be caused by:

4. *A faulty gauge – check both gauges, check power/ fuses.*
5. *A blocked water intake – inlet is located inside the starboard hull, not accessible with the boat in the water.*
6. *A damaged raw water impellor.*
7. *Low/ no engine coolant.*
8. *Damaged heat exchanger.*
9. *Damaged coolant pump.*
10. *Broken accessory drive belt.*

Unintentional Grounding/ Submerged Log Strike:

Sticking to known deep water, generally in the middle of the channel is the best way to ensure an intentionally grounding does not occur. Pay attention to your map, attempt to avoid blue areas where the water is shallow, and known rock areas. Vigilance is the surest way to avoid a log strike – keep your eyes on the water at all times.

☐ Maneuver the boat if still underway to remain clear of any obstacles.

☐ Pay attention to any strange noises or vibrations coming from the driveline. If vibrations are present, stop the boat to assess.

☐ Turn on all bilge pumps until damage is assessed. There are six (6) water-tight compartments and seven (7) boosts pumps on the Aspen – all are automatic, but can be turned on manually. Turning them on prevents worse-case flooding of the hull compartments.

☐ Walk around the boat looking at the sides for damage and any water discharging from any submerged bilge pump. If no water discharging and no hull breach, turn off bilge pumps.

☐ If hull flooding is detected, turn off non-essential electrical equipment that may have wiring in that compartment, but keep the main buses powered and the bilge pump on for that compartment.

☐ Consider the effects of the boat in motion – it may be that running at speed either hastens flooding or slows it – take the appropriate action.

☐ If able, set course for nearest safe harbor. If unable, call on the radio for assistance.

☐ In worse-case scenario, the boat should remain on the surface, stick with the boat, but be prepared to evacuate if necessary.

☐ If driveline is damaged, follow the "**Boat Dead in the Water**" Checklist.

Unforeseen Heavy Seas and/or High Winds:

Paying attention to weather forecasts and reports is the surest way to avoid. Stay in safe harbor if weather is questionable – avoid "get-home-itis."

If caught off guard:

☐ Maneuver the boat quickly to safe harbor if possible – secure the boat however able.

☐ Ensure all hatches, windows, and doors are secure – secure loose objects.

☐ Set speed and trim tabs to prevent digging the bow into the waves – working the throttle may be necessary. ½ trim position for 2 to 3 foot waves, no trim for larger waves (bow up).

☐ Maneuver the boat to keep large waves at a 45 degree angle if possible – tack like a sailboat if necessary.

☐ Realize that time and fuel needed will likely increase dramatically.

☐ Use **Call On Radio for Help** checklist if needed.